

Charles Follen McKim, architect and partner of the late Stanford White, died suddenly at St. James, L. I.

Vice President Bernard J. Rothwe opened the after-dinner speeches and was followed by Gov. Eben S. Draper.

Paducah, Ky., Sept. 14.—(Special).—An attempted jail delivery at the county jail this afternoon was thwarted by an inmate who warned Deputy

Among Mr. Harriman's intimate friends belief prevails that the enormous Harriman railroad holdings are

2.94; Chattanooga, 3.92.

To Isolate Pellagra Cases.

Nashville, Tenn., Sept. 14.—At

The appointment of a national monetary commission was the first step taken by the Government with a view to enacting such legislation as would provide for us an adequate system of currency.

UNDERGO AN OPERATION

Rochester, Minn., Sept. 14.—Go

unique and diverting shows, please big crowds afternoon and night.

To-day is Courier-Journal day and Southern Indiana day. Mayor Jam

\$32 from
St. Louis
\$33 from
Chicago

Pacific Coast

**Daily
Until October 15**

To practically all points in Washington, Oregon, California and British Columbia. Correspondingly low rates from Eastern points. Tickets sold at these rates are good in tourist sleeping cars, which are thoroughly comfortable and have all the conveniences of the standard sleeper at one-half the price.

**Daily Through Tourist Sleepers to
Seattle, Tacoma, San Francisco and Los Angeles**
with connecting sleepers to Portland via

Scenic Colorado and via the Great Northwest
The Burlington is the only line running through to Seattle, Tacoma and other North Pacific Coast points. It also runs personally conducted excursions in tourist sleepers to California from Chicago and St. Louis almost every day.

I will be glad to quote you through rates from your home town through to destination, and for portions of the route, reserve four berths and do everything necessary to make your trip a thoroughly comfortable one. Write me today, a post card will do.

W. A. Lalor, Assistant General Passenger Agt., St. Louis, Mo.

VISIT Larkin Co.'s Free Exhibition Products and Premiums.

529 S. FOURTH ST.
ALL THIS WEEK.

Open daily; also every evening. Interesting, instructive.
NOTHING SOLD.
Souvenir samples free to all visitors.

PROVONS ON SECTIONALISM

(Continued From First Page.)

Your chairman has made some reference to a number of subjects to which the attention of Congress may well be directed. In the first place, there is the monetary situation. While it is probable that the Vreeland bill passed by the last Congress, would in case of another financial crisis, it is certain that our banking and monetary system, as it is, is not a sound one. It is a system of patchwork, of makeshifts, of expedients, and of all those who are clear-headed and have a knowledge of what a financial system should be.

The matter has been referred by Congress to a monetary commission, which has been studying with much interest and enthusiasm the financial and banking system of the great governments of Europe and has embodied and will soon publish in interesting and attractive form the best accounts of the financial systems of the world.

Central Bank.

It is quite apparent from the statements of Mr. Vreeland, now the head of the Committee on Banking and Currency in the House of Representatives and from the conversations of Mr. Aldrich, who is the chairman of the Monetary Commission and of the Financial Committee of the Senate, that the friends of the monetary commission are toward some sort of arrangement for a central bank of issue which shall control the reserve and exercise a power to meet and control the casual stringency which from time to time will come in the circulating medium of the country and the world.

No Wall Street Control.

Mr. Aldrich states that there are no indispensable requirements in any plan to be adopted involving a central bank of issue. The one is that the control of the monetary system shall be kept free from Wall Street influence, and the other that it shall not be manipulated for political purposes. These are two principles to which we can all subscribe. It is quite possible that the report of the commission of the monetary commission will be delayed beyond the next session of Congress.

Campaign of Education.

Meantime the members of the commission intend to conduct a campaign of education in order to arouse public opinion to the necessity of a change in our monetary and banking system and to the advantages that will arise from placing some form of money in the hands of the market and the reserve in the hands of an intelligent body of financiers responsible to the Government. I am told that Mr. Aldrich will "swing around the circle" in the present fall and will lecture in many of the cities of the Middle West on the defects and needs of our monetary system. I cannot too strongly approve of this proposal. Mr. Aldrich, who is the leader of the Senate, and certainly one of the ablest statesmen in the nation, matters in either house, has been regarded with deep suspicion by many people, especially in the West. It is with a clear conscience and simple but effective style of speaking he has been able to win the Western people what I believe to be his earnest desire to aid the people and to crown his political career by a great and a sound and safe monetary and banking system. It would be a long step toward removing the political obstacles to a proper solution of the question.

Saving His Tariff Talk.

I am not going to discuss the merits and demerits of the new tariff bill which you, I shall have time to refer to that before my journey is ended, and I must save something for other audiences. Suffice it to say that the passage of the bill has removed a disturbing element in business.

Nor shall I dwell at length on the necessity for amendments to the interstate commerce and the anti-trust laws and the organization of the departments in Washington with a view to promoting greater efficiency and expedition in the settlement of the controversies arising under them. During Mr. Roosevelt's Administration we were all struck with the necessity for reform in business methods, for more scrupulous attention to the conduct of business in accordance with the law, for the necessity of simplifying the law, in such a way as to make it clear to corporation managers what they can do and what they cannot do.

We are, I believe, unless all signs fail,

Officials Who Are Making the State Fair a Success.



CONFESSOR. Grand champion polled Durham, property of J. H. Miller, Perse, Ind.

PRINCE. Aged mule, property of Ben Craddock, Noln, Hardin county.

QUEEN OF MIAMI. Grand champion polled Durham, property of J. H. Miller.

ONLY WHITE MAN TO REACH POLE

(Continued From Third Page.)

Will Carry Greetings of East.

And now, my friends and fellow-citizens, as I take my departure for the West I feel that I carry from you to every citizen and inhabitant of the United States when I shall make the cordial greetings of the East to you. I feel that I carry from you to every citizen and inhabitant of the United States when I shall make the cordial greetings of the East to you. I feel that I carry from you to every citizen and inhabitant of the United States when I shall make the cordial greetings of the East to you.

with confidence in respect to the whole nation, and President of the United States may well lift up his voice to protest against any effort by whomsoever made, to arouse section against section and Americans against Americans. Not in the history of the country since the war has the feeling between the North and South been more cordial and friendly than it is to-day, and at all political attempt to divide the country between the East and the West on one side and the West on the other will be found to be not only hopeless as to confound those who propose it.

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CLOSE FINISHES

Mark Second Day's Racing
At State Fair.

LOUISVILLE OWNER WINS GENTLEMEN'S ROAD CUP.

KID GETS OFF IN FRONT AND STAYS THERE.

RESULTS IN OTHER EVENTS.

While the spectators at the racetrack were not as numerous as on the opening day, they were none the less enthusiastic when their favorites tore up the turf upon the course yesterday afternoon. The track was in better condition. Promptly at 2 o'clock John Bain, the state judge, sounded the big gong which brought out the field in the trotting race. Dr. Pease won first honors by a neck, advance of Marica. Only one entry was scratched.

Kid, owned by Murray Bailey, of Louisville, easily won the Gentlemen's Road Cup race, running the first heat in 2:24 1/2 and the second in 2:22 1/2.

The trophy, a \$50 cup, was offered by Smyser Bros., of Lyndon, Ky. The five-eighths mile running race went to Grenade, owned by T. Hattard. This horse got off in the lead and stayed there throughout the race, easily leaving Queen's Message, which came in second, some distance in the rear. The time was 1:45.

Day's Summaries.

2:15 trot; purse \$500; best two in three: Dr. Pease, T. H. Bailey & Co., Lexington, Ky. 2:24 1/2. Marica, 2:22 1/2. Ten, 2:24 1/2. Fourth and fifth heats: Highland Bay and Bedelin B. Time, 2:17 1/2. Sandbreaker and Lord J. also trotted.

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Courier-Journal.

Published—
DAILY, SUNDAY AND WEEKLY.

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A Consolidation of
THE LOUISVILLE DAILY JOURNAL.

Louisville, Ky., Nov. 24, 1893.

LOUISVILLE DAILY DEMOCRAT.

Louisville, Ky., 1893.

MORNING COURIER.

Louisville, Ky., June 3, 1864.

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to the Courier-Journal and not to individuals.

If writers who submit MSS. for
publication wish to have rejected articles
returned they must in all cases send
stamp. The editors are glad to examine
MSS., but return postage must be in-
cluded.

WEDNESDAY, SEPT. 15, 1909

"Business."

Tuesday Evening, Sept. 14.—The New
York stock market was fairly active,
but showed a good tone, closing generally
a fraction higher. Union Pacific ad-
vanced 1/4, Southern Pacific 1/4, Reading
1/4, Louisville and Nashville 1/4 and Steel
common 1/4.

Money on call was firm at 2 1/2 to 3 per
cent, ruling at 2 1/2. Time loans were firm
at 2 1/2 to 3. Sterling exchange was steady.

The Chicago wheat market had a good
breeze on fears of a shortage in the Ar-
gentine crop, but reacted on profit-taking
and closed 1/2 lower to 1/4 higher. Corn
was unchanged to a shade lower, and oats
unchanged to 1/4 higher.

The cotton market opened steady at a
decline of 2 points to an advance of 3
points, sold off a few points in the early
trading, then turned strong and closed 8
to 14 points higher.

The Chicago cattle market was steady
to 1/4 lower, the hog market steady for
best, but weak for others, and the sheep
market steady to the lower.

Invention of the Steamboat.

The coming Hudson-Fulton celebra-
tion in New York has given rise to no
little discussion as to the validity of
Robert Fulton's claim to be the inven-
tor of the steamboat. A teachers' in-
stitute in session at Berkeley Springs,
W. Va., recently adopted resolutions
demanding "justice to James Rumsey,
the inventor of the steamboat." The
honors have been claimed for many
others. A writer in Van Norden's
Magazine says that as far back as 1643
Velasco D. Gray, a Spanish officer, pro-
pelled by steam a boat of 200 tons bur-
den at the rate of more than a league
an hour in the harbor of Barcelona.

In 1690 Papin, a Frenchman, published a
rule plan of a steamboat and in 1781
or 1782 the Marquis de Jouffray built
a steamboat 140 feet long which was
given several successful trials at Lyons.

Jonathan Hulls, of England, built a
boat in 1737; William Symington con-
structed a crude steamer in 1783 or 1789
and in 1801 made successful trials.

The same writer says "American
inventors achieving more or less suc-
cess prior to Fulton's work were nu-
merous." He mentions the fact that
William Herby, of Pennsylvania, died
in 1784 and left plans of a steam-pro-
pelled boat, dated 1779; that James
Rumsey, of Maryland, invented a me-
chanically propelled boat which was
exhibited to George Washington in
1784; that John Fitch invented a steam-
boat in 1786, and in 1790 the invention
was so improved that his boat made
regularly scheduled trips; that John
Stevens, of New York, built a boat in
1793 which met little success; that
Samuel Morey, of New Hampshire, ran
a steamboat on the Connecticut River
possibly as early as 1790; that Morey in
1797 had supplied his boat with two
wheels and that in later years he
claimed Fulton had stolen his patent.

Fulton's boat, the Clermont, was
built in 1807. There is small doubt that
John Fitch, who lies in an unmarked
grave at Bardonia, Ky., was the first
American inventor to build a working
steamboat. Fitch was a native of Con-
necticut and began the study of the
application of steam power to naviga-
tion as early as 1735 while a resident
of Pennsylvania. That his steamboat
of 1790 made a speed of eight miles an
hour and was in service for several
months on the Delaware River is well
established. He was granted a patent
on his invention in 1791. In 1796 he
built a steamboat on Cold Pond, New
York, making numerous exhibition
trips. He organized a company and
secured a franchise to navigate steam-
boats in New York State. After years
of futile attempt to enlist capital he
moved to Kentucky in disappointment
and died in 1798.

Collins' "History of Kentucky" says
that Fitch was at two periods of his
life a resident of Kentucky and that
the idea of the steamboat occurred to
him in June, 1730, while he was sitting
on the bank of the Ohio River. The
same authority quotes Judge Rowan,
one of Fitch's executors, as saying: "I
was convinced from his statements, ex-
planations and papers that Fitch was
the real inventor of steamboats." In
manuscripts left by Fitch the inventor
wrote: "The day will come when some
more powerful man will get fame and
riches from my invention; but nobody
will believe that poor John Fitch can
do anything worthy of attention." A
committee of the New York Legisla-

ture appointed in 1814 to investigate the
validity of the claims of the twenty-
year steamboat monopoly previously
granted to Fulton and Livingston, re-
ported that "the boats built by Living-
ston and Fulton were in substance the
invention patented to John Fitch in
1791." There was a controversy be-
tween Fitch and James Rumsey as to
priority of invention, but there seems
to be no doubt that Fitch constructed
the first practical steamboat ever
known in the United States.

Robert Fulton has passed into his-
tory as the inventor because of the
fact that, adopting the ideas of others,
he was able to secure the financial co-
operation necessary to build boats and
operate them. This is an accomplish-
ment of itself which marks him as an
extraordinary man. It is an exempli-
fication of the oft-repeated saying:
"Nothing succeeds like success." Des-
erving of honor as he may be, one who
is familiar with the history of steam-
boat invention cannot escape the con-
viction that Fulton at best had only a
clouded title to his claim that he was
the inventor.

In celebrating the centennial of the
Clermont it is to be hoped there will
be accorded some meed of honor to Fitch,
Rumsey, Morey and other men whose
unrequited efforts made possible the
success of Robert Fulton.

Life in London.

The burning question in British poli-
tics just now seems to be the vast un-
derestimated landed estates of the great
Ducal Houses, but the only talk of London
is about aviation week at Rheims.
The Dukes, having from fifty thousand
acres to fifteen hundred thousand, are
making a brave fight to show that they
are barely able to keep soil and body
together. Some of them claim an an-
nual deficit. Others declare that their
Scottish and Irish seigniories are good
for nothing except hunting and fishing,
yielding no other food. All the same,
says Premier Asquith, the land must
pay its share of the public expense.

Meanwhile, the airship is with us and
it has come to stay. After wireless
telegraphy anything was possible. The
conquest of the winds and the waves
by Marconi presaged the conquest of
the air by Curtiss, Bleriot and Zeppelin.
The first printers were sure that a type-
setting machine was preposterous until
the Mergenthalers actually crowded
them away from their cases. Ten miles
was in the beginning thought the limit
of communication by the telephone. The
electric light could never be distributed.
Morse's magnetic telegraph took the
world completely by surprise.

Taking counsel of these memories,
why should we doubt the airship? If
it can already carry a dozen or more
passengers, why not a thousand? If it
can travel fifty miles an hour, why not
a hundred and fifty? The prophetic
instinct of the poet!

"I'll put a giraffe about the earth in
forty minutes," says Puck; but how
many of us recall the lines of Locksley
Hall, in which Tennyson makes an
equally remarkable forecast of the fu-
ture? In this connection let me quote
them:

"Men, my brothers, men the workers, ever
repeating something new,
That which they have done but earnest of
the things that they shall do;
For I dipt into the future, far as human
eye could see;
Saw the Vision of the world, all the won-
der that would be;
Saw the heavens all at once, with
wonderful swift, dropping down
like a great white sail;
Heard the heavens all at once, with
wonderful swift, dropping down
like a great white sail;
From the nation's day were torn
the central blue;

For along the world's wide whippers of the
seas, the rushing warms,
With the standards of the people plunging
thru the thunderstorm;
Till the war-drum thrummed no longer,
And the world's day were torn
the central blue;

Shall it be so? Shall the battle flags
be furled? Shall it be peace, and the
brotherhood of man? Shall there be no
more war, nor lying, nor backbiting?
Let us pray God, and hope!

There is but one way for the out-
sider to live in thorough comfort in
London, and that is in "lodgings." When
I come to shuffle off this mortal
coil it will be a comfort to remember
that the hotels of London have separated
me from very little of my hard-
earned means. They are "a high-
falutin' and a high-sailin' set," as the
Orator of a Half-of-a-thousand-strings
remarked of the "Piscapallans."

Forty years ago they were mostly
cocks and swells. Now they are mostly
swells and cocks. Between the servility
and inflation of the underlings one is
kept in a perpetual state of irritation,
whilst, if he wants luxury, he must pay
for it, and this keeps him in a state of
dire poverty unless he be as rich as Me
and Mr. Rockefeller and Mr. Carnegie,
and, as you may know, we Billionaires
do not throw away our substance, hav-
ing counted the pennies in order to
amass the pounds. It is the nobodies
who have no money, but wish to seem
as if they had, and the nouveaux riches,
who want to make a display, that patronize
the Ritz, the Savoy and the Carlton.

Arriving at Waterloo the other after-
noon (in London they call their rail-
way terminals by their "front names,"
such as Euston, and Paddington, and
Waterloo, and disdain the affix "sta-
tion") I had a perrier bottle trunk—
I beg your pardon, the "luggage"—on a
"four-wheeler" and told the driver to
go to 57 Davies Street. I had no idea
who lived at 57 Davies Street, or
whether anybody lived there at all; it
was merely in the part of town where
I wanted to camp. As a matter of fact,
the young woman who answered the
knocker and opened the portal was
quite indignant. "This is no lodging-
house," she said, and slammed the door
in my face, the pop-eyed thing.

Then a street loafer, looking for a
few pennies to buy him a drink, says:
"I'll show you a good un, your honor."
He did for a fact, and just around the
corner in Brook Street, inside of ten

minutes, we were settled in as perfect
apartments as can be found in all Lon-
don, the loafer helping manfully with
the trunk and getting two shillings—
to him a princelity.

Finally, I directed Cabby to drive us
to a certain Restaurant, for by this
time we were fairly hungry, and three-
twenty p. m. is not a good time to go
to luncheon except where they keep wittles
on tap, and as we got back into the
four-wheeler, I observed that the num-
ber of the house was 13. "Don't you
like it, sir?" says our dilapidated
clerkman with great readiness and cheer-
fulness. "Then we'll have the number
changed, your honor," and we were
whirled away across Hanover Square
and down Regent Street to the head
of the Haymarket, where the mutton
cutlets was lovely and the "alf-and-alf"
was prime; the whole cost—liberally
paid and everybody satisfied—porter at
Waterloo, cabfare, including Mr. Swiv-
eler's two bobs, being just two dollars
and fifty cents; in other words, ten
shillings!

It is the heart of Mayfair. I touch
elbows with the Duke of Westminster.
In point of fact, it is one of his houses.
I am just midway between Hanover
Square and Grosvenor Square.
Claridge's, the dearest of hotels, is hard
by; so is Dorchester House. Bond
Street at the corner, Oxford Street
within a stone's throw. I have a speak-
ing acquaintance with Hyde Park. The
near but supercilious barber did try to
beat me out of "thricepence." And I threw
him over for a sweet little tonsorial
artist four blocks away with Gus
Schell integrity and prices, where I
get all the "trimmings" for a "nine-
pence," which, with the poor-boy I al-
ways allow my hair-doctor, makes the
whole performance come to a shilling;
otherwise, twenty-five cents.

And how do we live? Why, bully;
for Mrs. Bouncer is an excellent
Franco-English cook. Bouncer a first-
class valet. We order what we want
and it is prepared for us at cost prices
—domestic, genuine, clear-strained
London market prices, with about ten
per cent. commission for kitchen serv-
ice; in a word, housekeeping without
household worry, or trouble. No hotel
aids and graces; no prices. Every con-
ceivable home comfort, and, in case you
speak cross, nothing but "thank you,
sir!"

How many Mrs. Bouncers have I
not known in London, with nearly fifty
years of intimate knowledge of every
part of it; for I have lived in Blooms-
bury, as well as Belgrave; in Berkeley
Square and Mount Street and Picca-
dilly; and I know Billingsgate and
Houndsditch, almost as well as Totten-
ham Court Road and the region around
the Elephant and Castle. My first "Mrs.
Bouncer!" She is in Heaven now, bless
her dear old soul! That was in Jer-
my's Street, 58. It is all gone long ago;
in its place, big, busy skyscrapers
stunted in their growth, just off St.
James's Street, where White's and
Crockford's were, and the sports of a
hundred years ago danced to the giddy
mazes of Lou and Hazard, when they
were not playing for larger stakes in
the palaces about Whitehall and Hol-
land House, in which the heiresses dis-
played their charms and their rent-rolls.
What snowballs of pillows and bolsters;
what chops and potatoes; and how good
old "Bouncer" was to her babes in the
Wood! I can still hear the chiming of
St. James's Chapel ring out the hours,
and when the milkman's bell rang of
a morning, the joke was "There's the
Queen again, and we not dressed yet!"

Of course, "everybody is out of
town." That is one reason why I like
London best in Summer. In Winter it
is too fashionable and tragical. But,
from July, when the "season" closes, to
November, when it opens again, the
weather is fine and the streets are a
phantasmagoria of moving pictures, of
a song and dance and sunburnt mirth;
the satterdemolion orchestras making
discord with the "oudacious" hand-
organs; the half-grown Arabs of the
slums taking their first lessons for the
stage which they people later along;
many and many a Sally Snapes, em-
bryo Marchioness of Kidderminster,
having her play, though not many of
them having "the heart of a child";
more mirth and music in London than
in all Italy. What a paradox the world
is! They are still playing "Mrs. Wiggs
of the Cabbage Patch" to crowded
houses, and it was only the other even-
ing that an old British vessel quite up
in the peerage, being told that I was
from Kentucky, exclaimed with some-
thing that bordered on enthusiasm:
"Quite extraordinary, you know; why,
that is where that Mrs.—dear, dear—
Twigs of the Cabbage Patch came from,
isn't it?"

H. W.
11 Brook Street, Hanover Square.

Cardinal Gibbons' Prophecy.
It requires no gift of prophecy, but
merely the courage of a sensible man's
convictions, to predict that prohibition
will be abandoned, or at least will wane
as it has "waxed," ere long. The
Courier-Journal has been assailed from
many directions, and by sundry per-
sons, actuated by divers motives, as an
apologist for drunkenness and an ad-
vocate of vice because it has declined
to adopt the opinion of fanatics that
the way to make a weak man strong is
to try to club him into sinlessness with
legislation. Presumably Cardinal Gibbons,
being a prelate of some stand-
ing, will not be open to a similar accu-
sation from anyone not permanently a
resident of an insane asylum or a re-
treat for idiots.

Cardinal Gibbons says that there is
no vice worse than intemperance; none
so dire in its effects or so wide-spread.
But he believes "that reform must
come from within, and not from with-
out." He said in his last Sunday ser-
mon that legislation virtue into the
people would be ultimately found to be
fruitless. Prohibition has his good
wishes, but he believes that it will fail.
Prohibition would have the good

wishes of the Courier-Journal if it
could believe that the remedy for an
evil of giant proportions lies in legis-
lating personal liberty into limbo. But
it does not. Legislation that aims at
compelling one man to forego a harm-
less indulgence that another may find
it impossible to get drunk has always
been, and ever will be, a pitiful failure.
The very general distribution of the
knowledge that this is true makes men
unwilling to participate in a pro-
gramme that curtails their privileges
without improving the condition of the
weakling, and prohibition laws orna-
ment statute books without eliminating
drunk.

American First in Aviation.

Curtiss, the American aviator, is
keeping up his winning streak. Sun-
day's cablegrams tell of his capturing
the grand prize at the aviation meet
in Brescia, Italy. In addition he car-
ried off first honors in several other
contests which he entered. These
achievements add to the splendid re-
cord he made at Rheims, where he won
the international cup.

At a period when the attention of all
nations is more than ever directed to
the problems of air navigation Ameri-
cans may justly take pride in the ac-
complishments of American inventors
and aviators. While great progress
has been made in many lands toward
the solution of these problems Ameri-
can ingenuity, enterprise and courage
as usual are at the fore. In the ulti-
mate perfection of the airship, unless
all signs fail, the American inventors
will take the leading part and easily
win the lion's share of the honors that
accrue from man's conquest of the air.
The flying machines of the past were
lacking in one essential—they would
not fly. The secret of aviation has
been slow of discovery. There have
been many number of sanguine inventors
and they have produced a countless va-
riety of inventions. They built their
machines with high hopes of success.
The tests, one after another, brought
humiliating failure. Out of many fail-
ures has come the aeroplane of to-day
and other similar machines. Through
patient processes and painful experi-
ments a degree of perfection has been
attained. The aeroplane will fly and
it is susceptible of guidance and regu-
lation. It is not equal to a wrestle
with a windstorm and it is not under
such perfect control as may keep it at
all times out of tree tops and off of
church steeples. Occasionally it is as
refractory as a Texas pony, but gradu-
ally it is getting broken to harness.
A good many aviators are getting
broken at the same time, but not in the
same way.

As at present constructed the aero-
plane does not amount to much for
practical purposes. Some years of pro-
found study and experimentation may
be required before it becomes an at-
tractive proposition from a commercial
standpoint. To make it such may cost
many lives and much money, but the
main obstacles having been overcome
those yet to be encountered will be
subdued more easily. The day seems
not far distant when the aeroplane may
be as much in evidence as is the auto-
mobile at present. That day will be
hastened by the indomitable energy and
the surpassing ingenuity of the Ameri-
can inventor. A country which has
given to the world so many wonderful
things and whose sons have written
into history so marvelous a record of
achievement will be content with
nothing less than first place when the
subjugation of the air is absolute.

The Fifteen-Cent Shave.

Persons who paid little attention to
the questions at issue between the
journeymen barbers and the "boss"
barbers will take notice of the terms
of settlement made and agreed to.
The price of "a shave," to use the
parlance of the tonsorial parlor, will be
fifteen cents, instead of ten cents in the
central part of the city, and the "hair-
cut" will be thirty cents, irrespective
of whether it looks so. Everyone finds
his favorite shop open again. The bar-
bers have had a rest, which should be
pleasant to anyone at this time of the
year, and return to their chairs with
sharpened razors, renewed interest in
their work and a little larger income.

Some of the habitually smooth
shaven will rage, no doubt, because the
daily, or tri-weekly, visit to the barber
shop will cost 50 per cent. more than
it did before, but the barbers do not
enjoy the benefits of a trust. The man
who doesn't wish to pay 15 cents to be
shaved is free to shave, and carve, and
swear, with his good right hand at the
handle of his own razor. He cannot be
prevented from buying a safety razor
that resembles, and emulates, the lawn-
mower, and is guaranteed to make
nothing more than superficial wounds
even in the hands of the veriest tyro.
And if the hitherto shaven do not wish
to pay 15 cents to be shaved by skilled
hands, to be patted solicitously upon
the face, to be hot-toweled, facially
massaged, soured with germicides or
perfumed emollients, they may abjure
the barber and all his works. They
may become beard-like the pard.
Shaving is not a necessity. Whether
or not it is a luxury is a matter of
opinion. There are those to whom a
barber who has brought his calling up
to the level of a fine art is a mislead-
ing angel—for, be it borne in mind,
angels are masculine according to
scripture, notwithstanding the fact that
poets have held otherwise—and whose
chief delight is to be scraped by the
professional razor and to have their
face kneaded by the professional hand,
and parboiled, anointed and powdered
by the same. There are others who re-
gard the ministrations of the barber
and the dentist with equal abhorrence.
These are the negligible few who know
how to home and strop a razor, and who
have become familiar, from long prac-
tice, with the topography of their faces

and with the exact degree of tender-
ness or toughness thereof.

Pope said:
"True ease in shaving comes for art, not
chance.
As those move easiest who have learned
to dance."

If that is not exactly what the poet
said, he said nothing more incoher-
ent, as will be testified to, tearfully,
by every Louisville man who was used to
being shaved by a barber, and who was
forced, during the strike now happily
ended, to fall back upon his own dull
razor and undeveloped resources.

Some persons, no doubt, will protest
because the price of "a shave" is 15
cents downtown, and the price of a
car ride to the 10-cent zone is 5 cents.
Let 'em! There are others who have
been bathed in their innocent blood for
a woeful week or so, by "the blind-
goonings of chance," and not because
of any sin of their own or the malice of
an enemy. They will rejoice exceed-
ingly that the strike is over, and that
they can again stretch out upon a luxu-
rious barber chair and be lulled to
gentle slumber by the music of the
scrapping razor on a lathered face, se-
rene in the knowledge that there will
be a maximum of shaving and a mini-
mum of butchery. The rest may pay
the price or leave the doors of the
barber shops undarkened by their
shadows.

Peace rules the day.

Crocker's Turf Experience.

It is a rather novel situation when
Richard Crocker, erstwhile boss of Tam-
many Hall, comes to the front in the role
of "Mr. E. Z. Mark." That is about the
substance, however, of Mr. Crocker's
latest appearance in the public prints.
Dublin cablegrams say that he has
abandoned the turf after losing a few of
his millions in a long-sustained but
fruitless effort to pick winners.

Mr. Crocker, the dispatches add, gives
up racing somewhat embittered by his
experience. "I have finished subscrib-
ing for motorcars for the bookies," he
is quoted as saying, and it is not re-
gardless that he smiled even the sus-
picion of a smile when he said it. Mr.
Crocker spent a great deal of money as
a racehorse owner, we are told, "but
whenever he had a good thing he found
out that others were getting the cream
of the odds from the bookmakers while
he had to be content with the skimmed
milk." It is not possible that the for-
mer Tammany boss could long abide
such an undesirable state of affairs. In
his political career he showed a decided
preference for cream and there was no
evidence that skimmed milk had any
attraction for him whatever.

New York papers are surmising that
Mr. Crocker's retirement in disgust
from the turf means that he probably
will return to the United States. One
paper says it is known that he has
been trying to secure another strong
foothold in Tammany Hall, but the at-
titude of the present leaders of that
organization is not favorable. That is
only natural. Those who are enjoying
the political cream nowadays are not
at all likely to vacate the trough to
make room for Mr. Crocker, who is po-
pularly supposed to have "got his" some
years ago. It looks as if there will not
be so much as a taste of skimmed milk
for the distinguished self-expatiated
chieftain, who once ran the whole Tam-
many dairy all by himself—and cost
precious good care that no cream got
away. There will be no Alphonse and
Gaston business on the part of Mr.
Charles F. Murphy if Mr. Crocker
should come to Tammany with a long
record of turf losses and a whetted
appetite for cream of the old-time variety.

If Mr. Crocker sees proper to return
to the United States that is his busi-
ness, but if he is entertaining any hope
of regaining his power in Tammany
Hall he is as badly mistaken as he was
when he started out to fill his cream
pots at the expense of the bloody
Britishers at Epsom Downs.

The Washington correspondent who
fears that the new census will make
Joe Cannon's House an unwieldy mon-
ster is unnecessarily alarmed. "Uncle Joe"
will keep his house in order if he has
to hammer it into a yielding mass of
gore.

Although Ireland exports 20,000,000
eggs annually, the flavor of the cold-
storage egg of American commerce in-
clines the thoughtful consumer to the
theory that it is the product of ancient
Egypt rather than modern Ireland.

If it is true that the sleeping sick-
ness has been brought into this coun-
try by pets sent to the Smithsonian
Institution, Washingtonians may now
be able to sleep without legislating the
crowing cock out of town.

The American corn crop for 1909 will
be 2,648,000,000 bushels. To express it
in hockeacs, corn doggers, spoon bread,
corn cakes, flap-jacks and whisky
would be confusing to the delighted
mind.

The columns of the Courier-Journal are
still open to Mayor Grinstead if he
chooses to announce that he is willing
to attempt to defend his record with
the Democratic candidate as his vis a
vis.

The Meat Trust is said to have cor-
nered chickens. This means cold stor-
age chicken for all who do not corner
the chicken in the back yard.

President Taft describes humor as
"a shock absorber." It will reduce the
jar to audiences who hear President
Taft defend the Payne law.

Let us hope that the fellow who
started the story that Ballinger is not
pleasing to Taft is not merely trying
to flatter our President.

The stock market fluctuates. The
stock market merely advances. The
Beef Trust wants no little here below!

Points About People.

Mr. and Mrs. Bruce Halldeman and fam-
ily, who have been spending the summer
at their cottage at Neahawana, returned
home yesterday afternoon. They made
the trip from Chicago in their touring
car.

Mr. and Mrs. Harvey S. McCutchen
will return November 1 from their farm
at South Union, where they are spending
several months.

Miss Mary Belle Hobson and Helen
O'Rear, of Frankfort, will arrive to-mor-
row to visit Miss Margaret McChord at
The Seaboard. Miss Hobson will re-
main at the residence of Mr. McChord.

Miss Cecel Houston, who spent the
week-end with Miss Amelia Brown at
"Nitta Yuma," has returned home.

Miss Barbara Webster, of Nashville, is
the guest of her uncle, Judge Shackelford
Miller, for a stay of several days.

Mr. Shackelford Miller and her two
sons, Messrs. Welman Miller and Shack-
elford Miller, Jr., have returned home
from Michigan and Cranston, Ill.

Dr. Ap Morgan Vance and Mrs. Vance
have been invited to the marriage of
their daughter, Miss Mary Hutton
Vance, to Mr. Jacob Browne Lewman at
Wednesday, September 22, at 8 o'clock
at their home, 825 South Fourth avenue.

Mr. and Mrs. Lewman will be at home
after November 1 at 303 Third avenue.

Miss Mary Lemon will leave next Tues-
day for Stuart Hall, Staunton, Va., where
she will attend school this winter.

Miss Susan Vernon Wolfe, who has been
spending some time at Niagara on the
Niagara Falls and Franklin, Mass., is
now in New York. She will return home

IN CONNECTION WITH THE NIGHT HORSE SHOW—IN LIVE STOCK PAVILION.

Mme. Remington and her troupe of lions and tigers; the Millers, two-horse act; Prof. Sunlin and his educated bull; Mme. LeRoy and her high school horse, and two other acts. Hippodrome performance begins promptly each night at 7:30 o'clock, rain or shine.

RAILROAD TIME TABLES.
UISVILLE & NASHVILLE R. R.

Stops at Fourth street on signal.
Stops at Baxter Avenue.

| | | |
|----------------------|-------------|-------------|
| Pinnet and East..... | * 1:15pm | * 2:15pm |
| Pinnet and East..... | * 8:10am | * 2:30pm |
| Pinnet and East..... | * 1:30pm | * 2:30pm |
| Pinnet and East..... | tu * 5:00pm | tu * 1:45pm |
| Pinnet and East..... | * 2:30pm | * 5:00pm |
| Pinnet and East..... | * 2:30pm | * 5:00pm |

| | | |
|--------------------------|----------|----------|
| ...ing Green Accommo... | 1:30pm | 11:00am |
| ...ville and Atlanta | * 8:30pm | * 7:45am |
| ...anta and Jacksonville | * 8:15am | * 8:15pm |
| ...anon and Richmond | * 7:10am | * 6:10pm |
| ...innati, Frankfort and | | |

...town and Springfield † 8:35am † 5:45pm
 ...anion and Greensburg. † 5:55pm † 10:00am

Sunday Trains.

...nkfort and Lexington..... x 6:10pm x 10:25am
 ...pring Green Accommo..... 6:20pm 10:40am

| | | |
|--|--------|---------|
| Stoughton and Springfield | 6:30pm | \$15.00 |
| Stoughton and Greenburg | 6:30pm | \$14.50 |
| From First and Water-Street Station. | | |
| Stoughton Accommodation | 6:30pm | \$15.00 |
| Stoughton and Bloomfield | 6:30pm | \$15.00 |
| Stoughton and Bloomfield | 6:30pm | \$15.00 |
| <p>through Pullman sleeping car on the 6:30 p. m. train to New Orleans and Memphis the 8 p. m. train to Atlanta and Bristol; on the the 8 p. m. train to Atlanta and Jacksonville, and on the 1:30 p. m. train to New York.</p> | | |

JEFFERSON TOWN DIVISION—Cars leaving Jefferson leave Highland and Baxter avenues at 5:12 a. m. daily, and thereafter leave Terminal Station 6:02 and 7:03 a. m. and 8:15, 9:15 and 10:15 a. m. and 11:15 a. m. on Monday and Saturday nights at 11:15. Cars leave Jefferson for Louisville at 5:52 a. m., 7:07 a. m., 7:53 a. m., 8 a. m. and 8:52 a. m. after each hour between the hours of 6 a. m. and 10:15 p. m. and at 12:15 p. m.

Wednesday and **Saturday** nights to **Riverside Avenue** only.

WEDNESDAY: DIVISION—Cars leave full at 4:40 and 5:10 a. m. and fifty minutes each hour between the hours of 5:50 a. and 7:30 p. m. Extra car (daily except Sunday) leaves at 8:30 p. m. Last car leaves at 9:30 p. m. On Sunday, Wednesday and Saturday at 11:30 a. Cars leave Orrell for Lonsville at 5:25 a. m. daily except Sunday and holidays; forty-five minutes after each hour between the hours of 6:45 a. m. and 10 p. m. On Sunday, Wednesday and Saturday at 10 p. m. Except Sunday, Monday, Wednesday and

KOLONIA DIVISION—Cars leave for Ozark every five minutes after each hour, except the hours of 11 a. m. and 1:25 p. m. Last car for Okolona at 9 p. m. and 11:55 p. m. Cars leave Okolona for Nashville fifteen minutes after each hour, except the hours of 1:15 a. m. and 5:15 p. m. Last car for Okolona at 11:45 p. m. daily and on Sunday, Monday, Wednesday and Saturday at 11:45 p. m.

ERN CREEK DIVISION—Cars for Fort Leavenworth leave Highland and Baxter avenues at 11:45 a. m. and 11:45 p. m. daily and on Sunday, Monday, Wednesday and Saturday at 11:45 p. m.

tion at 5:30 p. m. and at fifty minutes after the hour on the other days. On Saturdays and holidays last car leaves at 10:50 a. m. and on Monday, Wednesday and Saturday 11:30 p. m. Cars leave Fern Creek at 5:45 a. m. and forty-five minutes after each hour thereafter until 10:35 p. m. On Sundays and holidays last car leaves Fern Creek at 4:45 p. m. and on Monday, Wednesday and Sunday at 12:35.

PROSPECT DIVISION—Cars leave Termination for Prospect at 5:42 a. m. and at

After the hour increasing until 11:00 a.m. Last car outbound on line 10:00 a.m. on Monday, Tuesday and Saturday. As a half-hour line every eight minutes after 11:00 a.m. for Harrods Creek making a half-hour line to that point up to 9:35 p.m. (on Friday this half-hour line runs through to Prospect. Cars leave Prospect at 6:20 a.m. and four minutes before each hour thereafter up to 10:50 p.m. except Monday, Tuesday and Saturday, when last car leaves at 10:40 p.m. Half-hour line runs to Harrods Creek on Monday, Tuesday and Saturday. On the hour until 9 a.m. and at 11 p.m. except Monday and Tuesday.

Thursday and Saturday, when it leaves Harts Creek at 12 o'clock midnight.

THE KENTUCKY RAILWAY IN KENTUCKY
Incorporated.—seventh street station
Ticket Office, 124 Fourth avenue
St. Louis, Mo.
Following schedule figures published
for information and are not guaranteed.
ST. LOUIS AND THE WEST
Daily, St. Louis Special, Hunt

St. Louis, Mo.,
Evansville, St. Louis and way stations.
7:20 p. m. daily. "Evansville Limited."
Cincinnati, Rockport, Cannellton, Evansville,
at Baden and French Dick.
8:10 p. m. daily. "St. Louis Limited."
Greenest, Mt. Vernon, Centralia, Evansville
and St. Louis.
9:45 a. m. daily. Evansville Accommodations.
Cincinnati, Rockport, Cannellton and Evansville.
Trains from St. Louis arrive 5:55 p. m. and leave
for Cincinnati, Evansville and beyond.

trains arrive at 12:25 p. m. and 6:50 p. m. to FLORIDA and THE SOUTHEAST. The trains leave Fourth-avenue crossing two minutes later.

A. m. daily, "Florida Limited," Lexington, Danville, Knoxville, Chattanooga, Atlanta, Florida.

30 p. m. daily, Lexington, Danville, Georgia and way stations.

p. m. daily, "Florida Special," Danville, Lexington, Chattanooga, Knoxville, Asheville, Atlanta. Through sleeper to Chattanooga.

Trains from Lexington, Danville and local stations arrive at 8:40 a. m., 11 a. m., 2:30 p. m. Trains from the Southeast arrive 8:40 a. m. and 8:50 p. m.

DIANAPOLIS & LOUISVILLE TRAILER CO.—In effect June 1, 1909.

THE HOOSIER LIMITEDS leave Louisville for Jeffersonville, Watson Junction, Sellersburg, Scottsboro, Crothersville, Seymour, Columbus, Elmhurst, Franklin, Greenwood and Indianapolis at 7:30, 9:30 and 11:30 a. m. and

LOCAL CARS leave Louisville for Seymour at all intermediate points at 6:30, 8:30, 10:30 a.m. and 12:30, 3:30, 5:30, 8:30 and 11:30 p.m. Cars make direct connections at Seymour with cars of the I. C. and R. T. Company for Indianapolis and all intermediate points, also with trains of the B. and O. R. R. and South Indiana R. R. for all points east and west of Seymour.

| | | |
|---------------------------------|---------|--------|
| Memphis and New Orleans..... | 9:40am | 7:50pm |
| Memphis and New Orleans..... | 12:01pm | 5:35pm |
| Memphis and Fulton..... | 7:31am | 4:55pm |
| Atlanta City Accommodation..... | 4:45pm | 8:30am |
| Memphis and Fulton..... | 7:31am | 4:55pm |
| Memphis and Fulton..... | 7:31am | 4:55pm |

| | | |
|-------|---------|--------|
| | 4:40pm | 5:30pm |
| | 12:01pm | 4:55pm |
| | 12:01pm | 5:35pm |
| | 9:40pm | 5:35pm |

Trains run daily, except no Sunday service to Elizabethtown, Hodgenville or Queensville.

MISSOURI AND ATLANTIC RAILROAD CO.—

| | | |
|-------|---------|---------|
| | EAST. | |
| | \$200am | 12:01pm |

| | | |
|--------------------|---------|---------|
| Nicholasville..... | 8:43am | 12:13pm |
| Richmond..... | 9:40am | 1:40pm |
| Irvine..... | 10:35am | 3:00pm |
| Beattyville..... | 12:16am | 4:29pm |
| WEST. | | |
| Versailles..... | 10:20am | 5:40p |
| Nicholasville..... | 9:35am | 4:55pm |
| Richmond..... | 8:40am | 4:00pm |
| Irvine..... | 7:20am | 2:40pm |
| Beattyville..... | 6:00am | 1:20pm |

All trains daily except Sunday.

Train leave Lexington for Winchester, Beatty Junction, O. and K. Junction, Jackson way points daily at 7:45 a. m. and 2:25 p. m. Returning leave Jackson at 6:10 a. m. and p. m. Sunday only leave Jackson at 10 a. m. Connections at Mt. Sterling with C. and O. and at Beatty Junction with Mountain Line. Connections at Beatty Junction with C. and O. and at O. and K. Junction and O. and Winchester with Eastern R. R.

Pewee Valley Line—In effect May 5, 1909.
 2-hour service 6 a. m. to 7:30 p. m. as
 east as Pewee Valley; hourly thereafter
 12:30 midnight. For Beard and Lagrange
 daily from 6:30 a. m. until 11:30 p. m. Lim
 trains arrive Louisville 7:57 a. m. and
 at 5:15 p. m.

Babies' Milk Fund Association.
 rates 10 cents a line. Advertis

**BIES' MILK FUND ASSOCIATION.
CLEAN MILK STATIONS.**
Clean milk, specially prepared for sale, for sale at the following stations:
Play House, 819 E. Main, 2 to 3 p. m.
Pine Square, 19th and Duncan, 2 to 3 p. m.
Preston-st. mission, Lawton ave., 3 to 4 p. m.
No. 1154 Sixth st., 2 to 3 p. m.
None free in charge.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The left edge of the page is bound into a dark, possibly black or dark brown, inner cover material. The overall lighting is even, highlighting the subtle variations in the paper's tone.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the
Signature of *Chas. H. Fletcher*

Real Estate Transactions.
The following real estate transactions were recorded in the office of County Recorder Stoy during the week: John F. Hancock to Carrie V. Burton, east one-half of lot 46, King street, plat 19, \$1,200; Nettie B. Murphy to Charles E. Jacoby, part of lot 67, plat 132, Galena, \$500; J. B. Foster to Elouise Rome, lot 53, Chertess street.

LANE'S LIVER PILLS
will positively help you get
it. Thousands have ver-
ified this—why not you.
Try them tonight.
At Drug Stores,
25 Cents.

Charlestown, have been taken to the home of Mrs. W. B. Edgerton, 1319 Lincoln avenue, and the funeral will be held there this afternoon.

—Emmett Cuddy, who was formerly one of the leading men of business in Sellersburg, and others have conveyed to George W. of Jeffersonville, lot 5, Cummings subdivision in survey 8, of the Illinois and Michigan land grant, to the Sellersburg consideration of \$43,836.32.

—The enumeration in the city schools during the present first week of school

DOW OF PROMINENT DOCTOR PASSES AWAY.

rs. Bridget Finnegan, age 67 years, widow of the late Dr. Patrick Finnegan, for many years one of the most prominent physicians of the West end, at her home at 1609 Duncan street

been ill for some time of a con-
 comition of diseases. She is survived
 by her four sons, Charles J., John,
 J. and J. P. Finnegan, and one
 daughter, Mrs. William Bishop.
 The funeral will be held from St.
 Nick's church, of which Mrs. Finne-
 gan was a lifelong member, at 9 o'clock
 today morning, and the burial will

Over
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one M
are p
gains

2-cylinder Rambler, one 4-cylinder, one single cylinder Cad-
combined two or four-passenger;
del D 4-cylinder Cadillac. We
pared to give exceptional bar-
these machines.